

CLUTCH LEVER ASSEMBLY

6

The clutch lever assembly engages and disengages the change clutch when a gear is changed using the gearshift pedal (FM and TM models) or electric shift buttons (FE and TE models).

Refer to **Figure 16**.

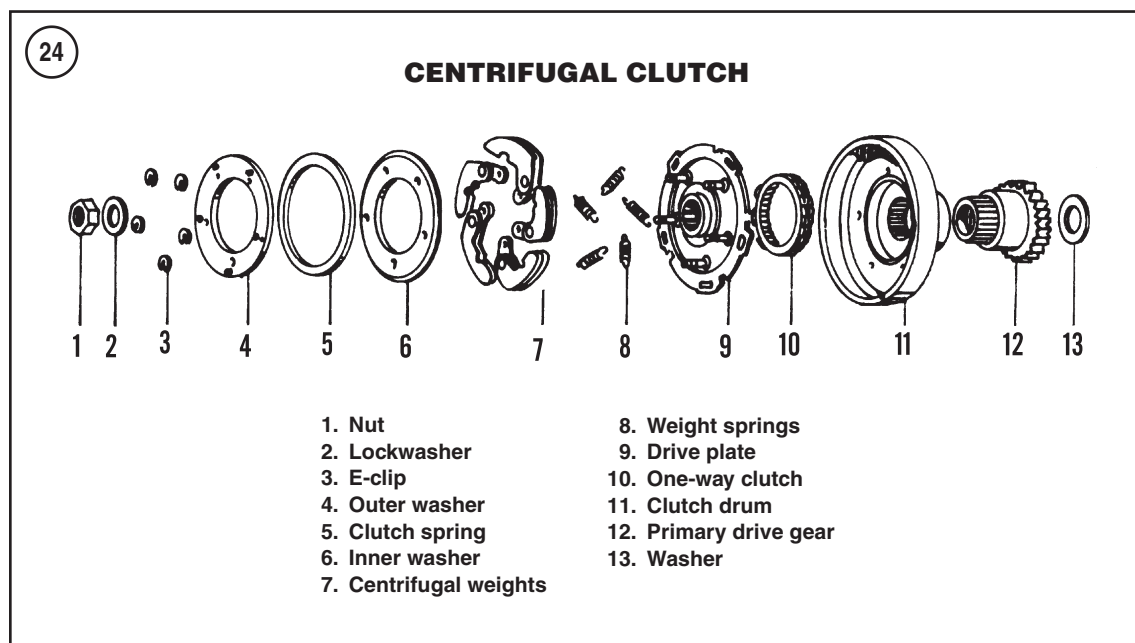
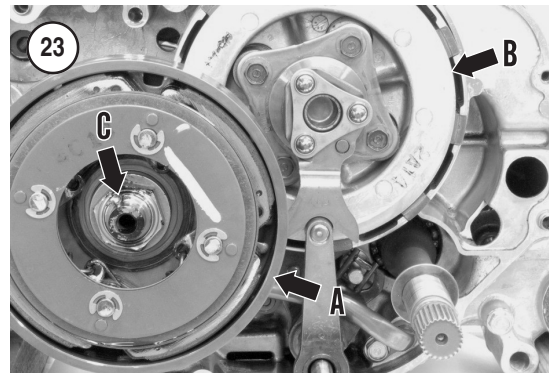
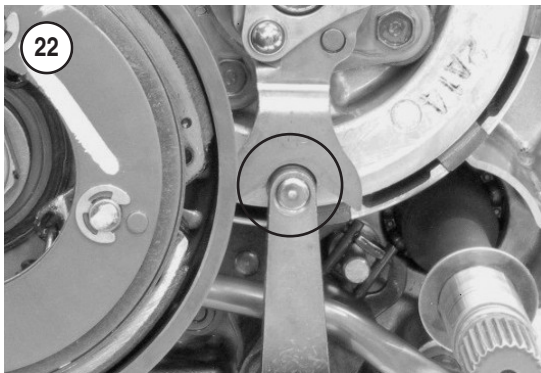
Removal

1. Remove the clutch cover as described in this chapter.
2. Remove the ball retainer (A, **Figure 17**), spring (B) and cam plate (C).
3. Remove the washer (A, **Figure 18**) and clutch lever (B).
4. To remove the adjusting plate (**Figure 19**), remove the adjusting nut and washer (**Figure 20**) and then pull out the adjusting plate and O-ring (**Figure 21**) from the clutch cover.

Inspection

Replace parts that show excessive wear or damage as described in this section.

1. Clean and dry all parts.
2. Check the clutch lever for damaged splines or a cracked or severely worn lever arm.
3. Check the cam plate for damage where the arm ramps engage the clutch lever. Check the lifter cap attached to the clutch cam with a pivot pin for excessive wear or damage. Check the pivot pin for excessive wear.
4. Check the spring for stretched or damaged coils.
5. Check the ball retainer for a cracked ball cage. The balls must turn smoothly in the retainer and



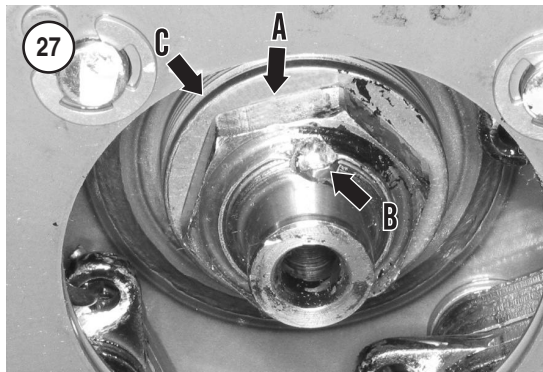
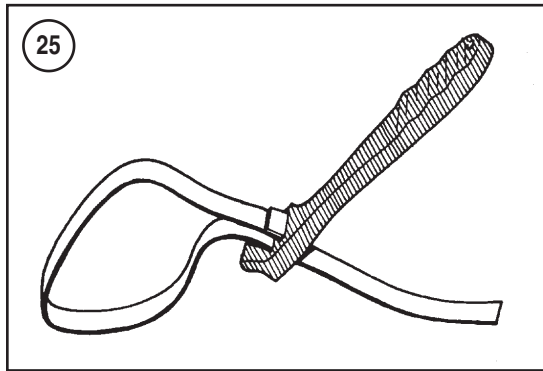
not fall out. Check the balls for cracks or flat spots.

6. Check the adjusting plate (**Figure 19**) for stripped threads or damaged or severely worn engagement arm tabs. Replace the adjusting plate O-ring (**Figure 21**) if it is cracked or damaged.

Installation

1. Install the adjusting plate assembly as follows:
 - a. Lubricate the O-ring (**Figure 21**) with engine oil, then install it into the adjusting plate bore in the clutch cover.

- b. Install the adjusting plate (**Figure 19**) by aligning the cutout with the clutch cover stopper pin.
 - c. Install the washer and adjusting nut (**Figure 20**). Tighten the nut finger-tight.
2. Install the clutch lever as follows:
 - a. The clutch lever and shift shaft are machined with master splines.
 - b. Align the clutch lever and shift shaft master splines and install the clutch lever (B, **Figure 18**). The clutch lever roller should point toward the center of the clutch.
 - c. Lubricate the clutch lever roller (C, **Figure 18**) with engine oil.
3. Install the cam plate assembly over the clutch lever and into the lifter plate as shown in **Figure 22**.



4. Install the spring (B, **Figure 17**) onto the ball retainer (A) shoulder.
5. Install the spring and ball retainer onto the lifter plate shoulder (C, **Figure 17**).
6. Make sure the clutch lever points toward the center of the change clutch.
7. Install the washer (A, **Figure 18**) onto the shift shaft.
8. Install the clutch cover as described in this chapter.

CLUTCH ASSEMBLIES

All models are equipped two clutch assemblies: centrifugal clutch (A, **Figure 23**) and the change clutch (B). The centrifugal clutch must be removed to access the change clutch.

CENTRIFUGAL CLUTCH AND PRIMARY DRIVE GEAR

The centrifugal clutch (A, **Figure 23**) can be removed with the engine installed in the frame.

Refer to **Figure 24**.

Special Tools

Before removing the clutch locknut, note the following:

1. The clutch drum must be locked in place when the clutch locknut (C, **Figure 23**) is loosened or tightened. The following tools can be used:
 - a. Honda clutch holder (part No. 07GMB-HA7010B).
 - b. Universal type strap wrench (**Figure 25**).

NOTE

If the engine is mounted in the frame, it may be difficult to hold the clutch drum with a strap wrench.

2. The Honda clutch puller (part No. 07933-HB3000A [**Figure 26**]) is required to pull the centrifugal clutch off the crankshaft.
3. The clutch locknut (A, **Figure 27**) is staked to a notch in the crankshaft. Purchase a new locknut for reassembly.

Removal/Installation

1. Remove the clutch cover as described in this chapter.

CAUTION

Be sure to unstake the clutch locknut where it contacts the crankshaft. This will prevent the nut from damaging the crankshaft threads as the nut is being removed.

2. Using a die grinder or other metal removal tool, unstake the clutch locknut from the groove in the

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